Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #:		
Project Title:	Yuba 70 Continuous Passing Lanes	
Lead Agency: _	Caltrans	
Contact Name:	Rajpreet Bihala	
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Project Locatior	n:	
	City	County

Project Description (Proposed actions, location, and/or consequences).

The California Department of Transportation (Caltrans) proposes a project on State Route (SR) 70 (Post Mile [PM] 16.2/25.8) from Laurellen Road to Honcut Creek Bridge [Bridge No. 16-0020] in Yuba County, California, north of Marysville. The total length of the project is 9.6 miles. Within the project limits of the safety project, EA 03-4F380, where one lane of through traffic is constructed in a given direction, this project, EA 03-3F283, will construct an additional 12-foot lane with an 8-foot shoulder to achieve a continuous passing lane in each direction throughout the project limits. The Clear Recovery Zone (CRZ) constructed under the safety project, EA 03-4F380, will be perpetuated in this project and have a minimum width of 20 feet. The CRZ will incorporate side slopes of 4:1 or flatter and remove any physical obstructions such as trees, utility poles, and other fixed objects. Roadside ditches will be constructed outside the CRZ. There are numerous school bus stops throughout the project limits; therefore, in designated locations the shoulder width will be increased to 14 feet to provide areas for school buses to pull over and give students safer access on and off the bus. Where needed, existing driveways along the corridor will be modified to conform to the widened highway. As warranted, driveway culverts will be replaced to convey drainage flows in the roadside ditches. In addition, there will be shifts in the horizontal alignment and adjustments to the vertical profile to minimize impacts on residences and utilities. Existing cross culverts will be replaced or extended as needed.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The proposed project would have less than significant impacts on the following resources: Aesthetics, Agriculture, Air Quality, Cultural Resources, Energy, Geology, Greenhouse Gas, Hazardous Waste, Hydrology, Noise, Population and Housing, Public Services, Traffic, Utilities, Wildfire. The proposed project would have less than significant impacts (with mitigation) on biological resources. Permanent loss of up to 0.24 acres and temporary disturbance of natural communities due to vegetation trimming and removal and permanent loss of up to 0.58 acres of wetlands. Caltrans intends to mitigate through off site mitigation. Specific amount and ratios will determined through consultation with regulatory agencies.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The project is controversial due to the opposition of the residents in the area. The public residing in the area would prefer a bypass as an alternative to passing lanes. Improving this segment of SR 70 has been studied for several years, and numerous reports have been prepared. These studies include the State Routes 70 and 99 Corridor Study (1990), the State Routes 70 and 99 Major Investment Study (California Department of Transportation 1995), the Draft Marysville By-Pass Value Analysis Study (Value Management Strategies 2001), the Marysville By-pass to Oroville Freeway Project (California Department of Transportation 1993), and the State Route 70 Transportation Concept Report (California Department of Transportation 2014). Several alternatives have been considered through the course of these studies, including highway widening, highway realignment, and new freeway construction. While the various studies mentioned above considered various ways to improve SR 70 between Marysville and Oroville, the generally accepted vision was to construct a four-lane "Marysville By-Pass to Oroville Freeway" beginning at the SR 65/SR 70 split and extending to the southern limits of Oroville. This freeway was to provide regional connectivity between Sacramento, Marysville, Oroville, and Chico. Due to lack of funding and significant environmental impacts identified in the Draft Marysville By-Pass Value Analysis Study (Value Management Strategies 2001), the proposed by-pass and freeway were determined to be unviable and were not carried forward into the final stages of project development.

Provide a list of the responsible or trustee agencies for the project.

The California Department of Transportation, Central Valley Regional Water Quality Control Board, California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and the Sacramento Area Council of Governments (SACOG).